

REMARKS

Amendments to the Specification:

The amendments to the specification have been made to conform to U.S. practice.

Amendments to the Claims:

The amendments to the claims have been made to conform to U.S. practice and so that the scope and language of the claims is more precise and clear in defining what the Applicant considers to be his invention. No new matter has been added.

Any extension of time that may be deemed necessary to further the prosecution of this application is hereby requested. The Commissioner is authorized to charge any fees which may be required, or credit any overpayment, to Deposit Account No. 08-3038, referencing the docket number shown above.

The Examiner is respectfully requested to contact the undersigned by telephone at the number given below in order to resolve any questions.

Respectfully submitted,



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VERSION WITH MARKINGS TO SHOW CHANGES MADE

In the Specification:

Title at page 1, line 5:

[Description] BACKGROUND OF THE INVENTION

1. Field of the Invention

Title at page 1, line 11:

2. Description of the Related Art

Title at page 2, line 18:

BRIEF SUMMARY OF THE INVENTION

Title at page 3, line 3:

BRIEF DESCRIPTION OF THE DRAWINGS

Title at page 3, line 7:

DESCRIPTION OF ILLUSTRATIVE EMBODIMENTS

Title at page 6, line 1:

[Patent Claims] What is claimed is:

In the Claims:

Please cancel claims 1-5 without prejudice:

[1. A method for power optimization in a vehicle/train, using time reserves which are included when a schedule is planned, an overall route to be covered between a starting stop and a destination stop being subdivided into a number of sections and each section being assigned a specific time reserve, wherein in order to achieve a power-saving travel mode with the aid of an optimization algorithm, the individual time reserves are managed at a higher level and the individual time reserves are included in the optimization in a flexible manner.

2. The method as claimed in claim 1, wherein the use of time reserve in the individual sections is taken into account as a “penalty term” in the optimization, so that the

use of time reserve is “penalized” more the closer to the starting stop it takes place and is “penalized” less the closer to the destination stop it takes place.

3 The method as claimed in claim 1, wherein in each case latest times of passage relating to the individual sections are included as boundary conditions in the optimization.

4. The method as claimed in claim 2 and/or 3, wherein times of passage are predefined in the form of time windows with predefinition of an earliest and latest time of passage.

5. The method as claimed in one of claims 1 to 4, wherein short-term predefinitions arising during the journey are combined with long-term, known plans and are included as boundary conditions in the optimization.]

Please add new claims 6-10 as follows:

6. (new) A method for power optimization in a vehicle traveling over a route between a start point and a destination, the route being subdivided into a plurality of sections, the method comprising:

allocating a time reserve for the route;

assigning a portion of the time reserve to each section;

adding unused portions of the time reserve proportionally to the remaining route sections as the vehicle travels over the route; and

optimizing the travel mode of the vehicle wherein the time reserves granted to the individual route sections are taken into account as a penalty term in the optimization, the use of time reserve penalized less the closer the vehicle is to the destination.

7. (new) The method of claim 6, wherein each section of the route is assigned a latest time for passage of the vehicle through the section and the latest times are included as boundary conditions in the optimization.

8. (new) The method of claim 6, wherein each section of the route is assigned an earliest and a latest time for passage of the vehicle through the section and the earliest and latest times are included as boundary conditions in the optimization.

9. (new) A method for power optimization in a vehicle traveling over a route between a start point and a destination, the route being subdivided into a plurality of sections, the method comprising:

- allocating a time reserve for the route;
- assigning a portion of the time reserve to each section;
- assigning a latest time for passage of the vehicle through each section;
- adding unused portions of the time reserve proportionally to the remaining route sections as the vehicle travels over the route; and
- optimizing the travel mode of the vehicle wherein the latest times are included as boundary conditions in the optimization.

10. (new) The method of claim 9, further comprising assigning an earliest time for passage of the vehicle through each section and wherein the earliest times are included as boundary conditions in the optimization.